ister can reply under the Appropriation Bills. I hope we do not have to start another discussion on the Appropriation Bills.

I shall now put the Resolution to vote.

The question is:

"That this House approves the recommendations made in paragraphs 42, 43, 45, 46, 47, 48, 49 and 50 contained the Third Report of Railway Convention Committee, 1991, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance, which was laid on the Table of the Rajya Sabha on 23-2-1993."

The motion was adopted.

THE DEPUTY CHAIRMAN: Mantri-ji, now, at this stage, I would like you to move your Appropriation Bills.

THE APPROPRIATION (RAILWAYS) BILL, 1993 AND THE APPROPRIATION (RAILWAYS) No. 2 Bill, 1993.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I beg to move:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1993-94 for the purpose of Railways, as passed by the Lok Sabha, be taken into consideration."

I also beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1992-93 for the purpose of Railways, as passed by the Lok Sabha be taken into consideration."

The questions were proposed

SHRI JAGL... ...SAI (Maharashtra): Madam, I have only one question. I want clarification on one point. What about the season-ticket-holders in suburban trains for second class?

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra): My point for clarification is this. The conversion project from Manmad up to Parbhani is under way. I am grateful to the hon. Minister...

THE DEPUTY CHAIRMAN: Make it short.

SHRI VITHALRAO MADHAVRAO JADHAV: It is very short. But, at the same time, I must complaint the Minister, for, he has completed the work from Manmad to Jalna. Now to complete the work from Jalna to Parbhani, the provision made is Rs. 55 crores. But, actually, to complete the work of that area, it requires Rs. 65 crores. The Minister has publicly stated in Aurangabad that within one year, this work would be completed. Unless he allocates Rs. 10 crores more to that project, it cannot be completed. So, I would like to know from the hon. Minister whether he is going to make provision for an additional Rs. 10 crores for the project to convert metre-gauge into broad-gauge from Jalna to Parbhani.

THE DEDUTY CHAIRMAN: All right. (*Interruptions*). You have had a chance to make your speech. I only permitted points. I have so many others to be called.

SHRI MENTAY PADMANABHAM: Madam, only one minute. (*Interruptions*).

SHRI VITHALRAO MADHAVRAO JADHAV: Madam, only one

question. Nothing more. For the project from Parbhani to Adilabad, the allocation is meagre. I want to know whether they are going to start immediately the work from Parbhni to Adilabad. That means, to Nanded. Mr Madhavrao Scindia had promised publicly that within one year, he would bring broad-gauge up to Nanded.

SHRI JOHN F. FERNANDES (Goa): The hon. Minister, while replying, mentioned only one sentence about the Konkan Railway. What I could gather from that sentence is that there is paucity of funds for the Konkan Railway. We are asking for realignment in the Goa sector, in the disputed area, by which the Railway Ministry is going to save Rs. 79 crores. It is also going to save four to six months on that. I want the hon. Minister to react to this proposal. The work has been suspended by the hon. Prime Minister.

SHRI V. NARAYANASAMY (Pondicherry): I will be very brief, Madam, I would like to think the hon. Minister for introducing the Rajdhani Express up to Madras, which was a vital sector, and we have been demanding this extension for a long time. But I have one complaint also because for Bangalore, they introduced it last year. The assurance was given by the hon. Railway Minister in the last Budget Session and he is fulfilling that assurance now. But, Madam, only one train is going in a week. My complaint is that. For Bombay and also Calcutta, they have the Rajdhani Express every day. Why are they not introduring the Rajdhani Express for three days in a week for Madras which is a very vital sector and a lot of passengers are coming from there? I want a categorical assurance from the hon. Minister to my demand. The Railway Minister is also benefited by that. The Rajdhani Express should be run at least for three days in a week so that the passengers can be benefited. (*Interruptions*).

SHRI JAGESH DESAI: Madam, I also support him.

SHRI VITHALBHAI M. PATEL (Gujarat): Madam, the Railway Minister has changed the map of the country. He has removed Gujarat from the Indian Railway map. I request him only to bring back Gujarat on the Indian Railway map. Thank you.

SHRI PRABHAKAR B. KORE (Karnataka): Madam, I would like to know from the hon. Railway Minister whether there is any provision in the Railway Budget to open a zonal office at Bangalore. That is what I want to know from the Railway Minister.

श्री वीरेन्द्र कटारिया: हमने मिनिस्टर साहब से दरख्वास्त की थी कि पंजाब में इस बजट में कोई ट्रेन नहीं आई है। दो स्पेसिफिक प्रोपोजल थे। एक तो गंगानगर–भटिंडा से होते हुए एक गाड़ी दिल्ली के लिए चलाई जाए.... (**व्यवधान**)

THE DEPUTY CHAIRMAN: Now, I am not allowing like this. Everybody has spoken. Otherwise, let the Parliamentary Affairs Minister bring to me a sheet with the proper names. I cannot allow like this.

श्री वीरेन्द्र कटारिया: मैं यह कह रहा था कि इस सेक्शन के लिए पिछले 50 सालों में कोई ट्रेन नहीं चली है। 50 साल बहुत बड़ा पीरियड होता है जहां 5–5, 6–6 गाड़ियां चलती हैं वहां फिर नई-नई गाड़ियां चलाई जाती हैं। पंजाब के लिए एक राजधानी एक्सप्रेस की दरख्वास्त की थी। उसके मुतल्लिक भी जवाब दीजिए।

SHRI SUKOMAL SEN (West Bengal): Madam, I want to raise a very serious matter about which the Railway Ministry is keeping completely silent. Though the Railway Minister assured several times in this House and outside also that he will reinstate about 800 dis-

missed employees of the Railway,s till today, the dismissal order has not been withdrawn. Even now, they have not said anything. They are the victimised employees because they went on agitation. That is why the Railway Board dismissed them. while concluding the debate, I would like the hon. Minister to state as to what his decision would be and whether he is going to withdraw all the dsimissal orders and reinstate all the employees. What are they going to do? I would like to have a categorical assurance from the Railway Minister in this respect.

SHRI E. BALANANDAN (Kerala): Madam, I make a plea to the Railway Minister that Kerala is a part of India. Nowadays, we are being forgotten. We want a Rajdhani Express up to Trivandrum. That shmould be done. That is number one. Secondly, lack of double line was standing in the way of the development of the State and we have made a lot of representations. But nothing concrete has been done. Finally, one more sentence about the reinstatement of the railway workers. Mr. Minister, you should note that the Railway Board cannot be equated with a single worker whose case has been decided by the court. The Railway Board is going in for appeal. The Railway Board can very easily do so. But a worker has no money. The Railway Board has a lot of money. They can go to the Supreme Court and they can fight the case for yers together. But a worker cannot do so. But the Administrative Tribunal has told the workers that this is to be taken as a final thing. Those gentlemen in the Railway Board do not know how to manage the personnel affairs. That is not proper on the part of the Railway Board. I just remind you to consider it and see that the Railway Board does not victimise a single worker. The Administrative Tribunal acquitted the workers. The Administrative Tribunal acquitted the workers and ordered that they should be taken back. Still you have not done that. It is wrong. I want you to reconsider the position and reinstate the workers.

SHRI SARADA MOHANTY (Orissa): Madam, a few days back the General Manager, South-Eastern Railway stated in a Press Conference that shortly they were going to convert the naffirrow-gauge line from Palasa to Gunupur into broad-gauge line and join it with the main line at Rayagada. I would like to know from the hon. Minister whether he is going to do it or not. A few years back, a survey was done to lay a railway track from Khurda to Balangir. I would lke to know whether they are going to do it in this Budget or not (ENDS)

DR. NAUNIHAL SINGH (Uttar Pradesh): Madam, the districts of Bulandshahr and Moradabad have been declared backward. I want that both these districts should be connected with a railway line having a bridge over the river Ganga so that in turn they are connected with Delhi.

SHRI GOPALSINH G. SOLANKI (Gujarat): I would like to request the Minister that the season ticket holders should be allowed to travel by the mail and expres trains between Baroda and Dohad as there is no local train. One inter-city train from Baroda to Dohad should be introduced and the track which is kept idle for 17 hours at Godhra can be utilised. I want that there should be a halt of the Sabarmati Expres at Derol.

SHRI W. KULABIDHU SINGH (Manipur): Madam, the State of Manipur was integrated into the Indian Union in October, 1949. Still the integration is not affected by a rail conection. Since the Sixth Five Year Plan, Railway Minister

[Shri W. Kulabidhu]

after Railway Miister has been promising that Manipur will be connected with a railway line. But up till now no such effort has been made. The argument for not such connecting it with a railway line is that ther are certain hills, and it will entail more expenses. Madam, there is a small hill, rather a hillock. That is the only argument. The integration of Manipur does not have any meaning if it is not connected with a railway line. Previously We had one direct flight to Delhi but that has also been cancelled, since 1990. So, we are cut off from the rest of the country in regard to communication. It involves huge expenses when we come from Manipur to Calcutta or Delhi or Madras because there is no rail connection. We have to come by bus for a long distance. So, without minding a little extra expenditure in connecting Manipur by a railway line, I want the Minister to consider it immediately. Otherwise, the Government is encouraging divisive tendencies and a sense of separatism. That is my grievance. (interruptions)

THE DEPUTY CHAIRMAN: Shall I call the entire House for discussion regarless of time? if Members agree, I have no problem. I can sit here the whole night. I can call every Member.

SHRI MENTAY PADMANABHAM: Madam, only one point.

THE DEPUTY CHAIRMAN: We have to stop somewhere. We have to draw a line. We have to pull the chain, otherwise this train will have an accident if we keep on doing like this. All those Members who have made there contribution. (*interruptions*). Those Members who have already made their points while deliberating on the Railway Budget and also on the Resolution, I think, they should not ask questions. If you don't mind sitting here, I have no problem. I can sit still tomorrow. But I think all of you want to go. You did not allow the Minister to speak long because you all were in a hurry. Now you are asking questions and you will expect the Minister to answer all of them.

SHRI C. K. JAFFER SHARIEF: Madam, last night we had no sleep. Please have some sympathy with us.

THE DEPUTY CHAIRMAN: I was asking a question to the Members of this House. You are putting all these questions on various railway lines and various areas, but are you willing to sit here and wait for the Minister's reply? I will ask him to answer till tomorrow morning, but are you willing? There is no point in asking a question when you are not willing to listen to the answer. It is better to draw a line. Let the Minister reply.. (*interruptions*) ..

SHRI MENTAY PADMANABHAM: Only one minute. I have just got one point.. (*interruptions*).. ..

THE DEPUTY CHAIRMAN: Everybody has got one point. There is zero point also.. (*interruptions*). We have to draw a line.. (*interruptions*)..

SHRI MENTAY PADMANABHAM You have allowed everybody else. This is with regard to my State.. (*interruptions*)..

THE DEPUTY CHAIRMAN: Everybody's State is importaut. My State is also important (*Interruptions*)... Let me take the consensus of the House. Are you willing to sit here?

SOME HON. MEMBERS: No, No ...(*Interruptions*)...

SHRI MENTAY PADMANABHAM: We are willing to sit ...(*Interruptions*) I will just take one minute. I will just mention it so that the Minister can reply...(*Interruptions*)...

THE DEPUTY CHAIRMAN: Again, I don't know how to pursuade you.. (*interruptions*)..

SHRI PASUMPON THA. KIRUTTINAN: Madam, you are discriminating.. (*interruptions*)..

THE DEPUTY CHAIRMAN: I am not discriminating.. (*interruptions*).

पहले मंत्री जी को जवाब देने दीजिए। जवाब न आय तो चिट्ठी लिखकर भेज दीजिये गा।

SHRI PASUMPON THA. KIRUTTINAN: You gave a chance to others and you are denying it to some other Members.. (*interruptions*) You must at least allow one person from each party.. (*interruptions*)..

THE DEPUTY CHAIRMAN: I allowed one or two Members because they had some query. But I didn't know that the moment things start moving everybody would want to ask. I know yau have some questions to put. There is no denying that. There are a few questions which everybody would want to ask. I will take the consensus of the House. Why don't you say that you are going to sit here. I will sit here. (*Interruptions*)...

SHRI PASUMPON THA. KIRUTTINAN: We will sit here... (*Interruptions*).. We are ready to sit here povided you allow us.... (*interruptions*).. You should allow, at least, one man from one party.. (*interruptions*)..

THE DEPUTY CHAIRMAN: If I allow you, I will have to allow everyone who wants to raise a point because I cannot discriminate. There is no question of one man from one party. I think everybody from every party has spoken. I even allowed questions on the railways in the form of special mentions. I should not allow it any more. Now will ask the Minister to reply.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Madam, my colleague has already replied and I will respond only to a few points which were raised.. .... (*interruptions*).. I think they have raised so many points that they will be eager to hear my response. I will not be responding to all the points that they have raised because I will be writing to them about those points But certain points which certain Members have raised I will certainly respond to them. In the Marathwada region, Parbani, Adilabad and other things which my friend was asking, perhaps, for the first time in the history of Maharshtra that such a large scale gauge conversion has been taken up which has opened up Aurangabad, Jalna, Parbani etc. I think, particularly Aurangabd area in the Marathwada region is a test case. We wanted to see how the investors would respond and how the unigauge system is going to be beneficial. About the Konkal railway line, I must say one thing. This is going to benefit the entire Konkan region. About Rs. 1800 crores is the cost of the project and the people who consumated this project did it without any funding arrangement. It is like a baby left in the lap of somebody else. But nevertheless I am happy and proud to say that progress has been maintained despite lot of financial problems. very recenaly, the Prime Minister was kind enough 7 P.M. to come there and inaugurate the first phase from Udipi to Mangalore. The work is going on.

Some friend has referred to some problem in Goa, Madam, actually there is no such problem in Goa. A relignment proposal came which is going to reduce the cost by about Rs. 80 crores and the Prime Minister advised me, 'If it is going to reduce the cost by Rs. 80 crores you know how scarce are the resources which could be invested in some other project—you have a quick look at that and if it could be a beneficial one, adopt it; otherwis go ahead'. So, we are just going slow and are having a quick look at that and there is no problem so far as the Goa region is concerned or, for that matter, there is no problem with the whole Konkan Railway project.

(Shri C. K. Jaffer Sharief)

My friend, Mr. Narayanasamy is kind enough to thank me for the introduction of a Rajdhani Express to Madras. But his demand for running the train every day. (*Interruptions*).

SHRI V. NARAYANASAMY: Thrice a week.

SHRI C. K. JAFFER SHARIEF: Twice or thrice at week is not possible. He knows that even for Bangalore from where I come there is a Rajdhani Express only once a week. A problem has been created somehow or other by my predecessors by extending the railways. Trains which were running from one destination to an other were extended to some other destinations without maintenance facilities. Many Members have been complaining about poor maintenance. Why? it is because you have extended the trains without creating proper maintenance facilities. In the railway system, there is (1) primary maintenance and (2) secondary maintenance, unless we provide the infrastructure for maintenance unless we give such time to the rake for its maintenance, you cannot expect a good condition of the rolling stock Rajdhani Express, we hve introduced. But to run it twice or thrice a week depends upon the line capacity, the rolling stock nd various other foctors. As the traffic picks up—I know Madras is very popular and people are enterprising. The people want to rush to the Capital and go back, in a short period of time. As traffic picks up and as we get further coach facilities, we will see what we will be able to do. Right now what we are doing our best.

So far as the employees dismissed under article 14(2) are concerned, this was agitated in both the Houses and today I responded to it in the Lok Sabha. I have already given information about 47 people who are being taken back.

AN HON. MEMBER: Out of 800?

SHRI C. K. JAFFER SHARIEF: I can tell you if you want that.

DR. YELAMANCHILI SHIVAJI: The ttal numbe they know.

SHRI V. NARAYANASAY: The total number they konw because they are from their union. Only CPM people will be dismissed. Others will not be dismissed.

SHRI C. K. JAFFER SHARIEF: Out of 611 staff either dismissed or removed from the service 360 people have already been reinstated and 89 have attained the age of superannuation, leaving a balance of 162. Out of this 108 cases are *sub judice* in 7 other cases, departmenal enquiries are being held as ordered by courts. Madam I am happy to inform the House that we are sympathetically looking into the re-appointment of the remaining 47 people as fresh entrants. One thing I must tell you at this point. My friends who speak for the working class, only speak whereas we are more sympathetic we demonstrate it through our action. We do not speak but act. How much considerate we are towrds ou wokers is very much demonstrtated.

SHRI V. NARAYANASAMY: But they speak, they don't act.

SHRI C. K. JAFFER SHARIEF: My Orissa friend has raised a point and we have sympathy for these tribal and backward areas' people who are unemployed. In fact, Khurda Road Bolangir proposal was sent to the Planning Commission. The Planning Commission did not approve of it. I would like him to listen. If you disturb, he will not iisten.

THE DEPUTY CHAIRMAN: He did not ask for any railways. So, you need not worry for him.

SHRI C. K. JAFFER SHARIEF: The Planning Commission has not approved. Therefore, I have decided that I shall approach the Planning Commission again. My friend, the hon. Minister for Commerce, who is also holding charge of the Planning Commission will have sympathy for these peope. In fact, it [illegible] who has considered and cleared the Daitari-Banspani railway line. He is magnanimous so far as Orissa is concerned. I am very keen to approach the Planning Commission with a request for reconsideration of this proposal because the people who are living in utter poverty in this tribal belt need some economic development for their welfare. I would be going back to the Planning Commission with the request to reconsider it, justifying it.

Then, Madam, the honourable Member from Manipur said something about Manipur. I think that my friends from the North-Eastern States are fully aware of how the Government of India is keen about the economic development of that Region and the fact that the Government of India and the people of India are very keen to give them a sense of belonging should reassure them. They should feel that we are interested in them. We are taking interest. We have taken the line from Guwahati to Lumding and from Lumding to Dibrugarh and in the seven Sistes States we re taking active interest. It is only question of a little time and you know that it is a hilly region and a lot of problems are there. I would assure my honourable friend from Manipur not to lose heart. He should feel that the rest of the people of India are with him and they are with us and we are equally keenly interested in het economic development of that area and we are interested in their sense of beloning and we will bear that in mind.

Madam, I do not want to take much time of the House.

SHRI JAGESH DESAI: What about tne suburban railway?

SHRI DINESHBHAI TRIVEDI: What about Gujarat?

SHRI C. K. JAFFER SHARIEF: Madam with regard to Gujarat,....

SHRI DINESHBHAI TRIVEDI: Madam, the proof of the pudding is in the eating. You just see, he has almost forgotten the point. I will never ask again!

SHRI C. K. JAFFER SHARIEF: I am sorry. Madam, Members from Gujarat, particularly from the Kutch area, are very keen about the development in their area and they are also repeatedly telling us that they would be able to do the funding and all that. But I would like to tell that we have to discuss and see whether it will be on the BOT concept, that is, "Build, Operate and Transfer" like the Konkan Railway or on some other basis. We will discuss with the Planning Commission and the Finance Ministry and also see whether it will be through the participatin of the people or the Stte Government or how we will be able to meet that. I am quite keen that the feelings of the people of Gujarat and Kutch, in particular, are not hurt and they should not feel neglected. We will seriously consider.

SHRI DINESHBHAI TRIVEDI: Any time-limit? We can give a hundred per cent amount.

SHRI VITHALBHAI M. PATEL: Mr. Minister, it is a commitment of the Prime Minister. You ask the Prime Minister... *(Interruptions)*...

SHRI DINESHBHAI TRIVEDI: The Prime Minister's commitment has no value in this country? If that is so, I have nothing to say. You admit that the Prime Minister's commitment has no value in India? Thank you.

SHRI C. K. JAFFER SHARIEF: Madam, I must tell the honourable Member: Please do not say this. If the Prime Minister has assured once, then, naturally, all the consequential

[Shri C. K. Jaffer Sharief]

procedures will follow and you should bear with those procedures which are to be followed. Have patience and trust. If there is an assurance, that will be taken care of.

SHRI VITHALBHAI M. PATEL: All right.

SHRI C. K. JAFFER SHARIEF: Coming to the question of suburban railway,.....

SHRI DINESHBHAI TRIVEDI: Can't you give an assurance here? I am only asking you to give an assurance here.

SHRI C. K. JAFFER SHARIEF: I think there have been—if you go through the records, you will see assurances plenty of assprances. By assurance I mean acting and let me act instead of giving an empty assurance here.

My friend has been repeatedly asking about the suburban railways.

SHRI JAGESH DESAI: I am travelling by the suburban trains only, and not by car. I am one of those passengers.

SHRI C. K. JAFFER SHARIEF: Madam, I would like to say that all the Members, irrespective of their political or party affiliations, are very keen about the development of the communication system and the economic development in the country. But we should bear one thing in mind. Any ticket you buy, by air or by bus, is only for the journey. What you spend on the rail ticket is not only for your journey, but also for the economic development of the country. I hope that the suburban travellers, who have the capacity and who have the opportunity to earn, will bear with the rest of the people of the country who are living in the villages, and would contribute their mite for the economic development of the country.

What is being done is not much. I have travelled by these trains incognito. I have found the reaction of the people. People are not bothered. When people are prepared to help and sympathise with the rest of the people of the country, we should encourage them rather than trying to dissuade them from here.

Madam, I think, I have met all the points. I would request the House to pass the Bill, to return the Bill.

SHRI MENTAY PADMANABHAM: Madam, there is one point. You promised me. (*Interruptions*) You promised this House that the hon. Minister would clarify with regard to that award of sleepers contract.

SHRI VISHVJIT P. SINGH: The motion has been moved.

THE DEPUTY CHAIRMAN: The motion is being moved. But it has not been carried yet.

SHRI MENTAY PADMANABHAM: Madam, even this morning, you assured this House that the Minister would clarify on those issues raised here. He did not mention even a single word.

SHRI C. K. JAFFER SHARIEF: I will do that.

श्री एस० एस० अहलूवालिया : मैडम, इतनी देर तक बैठा नहीं जा सकता। जल्दी करिए।

उपसभापति : मंत्री जी,

whatever you may have answered, I am sure, there were many issues raised by Members in the previous week when the discussion came up before this House. Many Members raised very pertinent issues concerning their areas and constituencies. I am sure, from the record you would know what the issues are. I hope you would reply individually to those

Members because the Members now want to finish the business here. I am sorry, some Members wanted to raise certain issues which they could not. But they can write to the Minister. And he says that he is going to write to them individually. So, I shall now put the motion regarding...

SHRI MENTAY PADMANABHAM: Madam, what about this contract? If you want to bail out the Minister...

THE DEPUTY CHAIRMAN: I am not bailing out anybody.

SHRI MENTAY PADMANABHAM: Madam, this is not the way. *(Interruptions)*

THE DEPUTY CHAIRMAN: What are you asking?

SHRI MENTAY PADMANABHAM: Madam, you said that the Minister will clarify on all the issues raised in this House about the sleepers' contract. The Minister did not say even a single word about it.

SHRI C. K. JAFFER SHARIEF: Please bear with me...

SHRI MENTAY PADMANABHAM: This is not the way to hush up the things.

SHRI V. NARAYANASAMY: Why are you in a hurry?

SHRI C. K. JAFFER SHARIEF: Madam: I would like to...

THE DEPUTY CHAIRMAN: I think, that was a commitment, and you have agreed to it. So, kindly reply now so that we do not have another statement.

SHRI C. K. JAFFER SHARIEF: Madam...

SHRI MENTAY PADMANABHAM: If he is prepared to make another statement, it is all right with me.

THE DEPUTY CHAIRMAN: He is replying.

SHRI C. K. JAFFER SHARIEF: Madam, there is nothing to hide. There is nothing to delay it also. I think, the House also has the experience. My friend, Mr. Jaipal Reddy is not here. We should not go by what just a paper writes for motivated scandalising, without any basis and foundation. There is not impropriety in that contract at all.

SHRIMATI MARGARET ALVA: It is character assisnation.

SHR C. K. JAFFER SHARIEF: Madam, I must tell the House that this comes under the purview of the South Central Railway. And the Rayalaseema Sleepers are the original people who made a request, and it was an open tender on the lowest cost basis which was awarded to them. Then, they wanted.

SHRI MENTAY PADMANABHAM: When? *(Interruptions)*

SHRI C. K. JAFFER SHARIEF: If you want, I will read out the whole thing.

SHRI MENTAY PADMANABHAM: Madam...

THE DEPUTY CHAIRMAN: He is answering. Let him complete the answer.

SHRI C. K. JAFFER SHARIEF: It has a couple of pages. I will read out the whole thing, if you want. *(Interruptions)*

THE DEPUTY CHAIRMAN: Let him finish. You raised an issue, and the Minister is willing to answer. Please have patience. Allow him to answer.

SHRIMATI MARGARET ALVA: They all have presumptions without listening to anything.

Smt. Margaret Alva)

SHRI C. K. JAFFER SHARIEF: There is nothing that we would like to hide. I a prepared to answer, if you want to sit the whole night, I am prepared to sit and answer. please do not ump to conclusions as if we are hiding....

SHRI MENTAY PADMANABHAM: I am not jumping to conclusions. What we are asking is clarifying.

THE DEPUTY CHAIRMAN: He is slarifying.

SHRI MENTAY PADMANABHAM: You deny whatever appeared in the press. That is exactly wha we want. I will be very happy if you deny what appeared in the press.

THE DEPUTY CHAIRMAN: Please sit down.

श्री सुरेश पचौरी: मैडम, यह स्टेटमेंट मांग रहे हैं कि क्लैरिफिकेशन मांग रहे हैं।

SHRI C. K. JAFER SHARIEF: Please bear with me.

THE DEPUTY CHAIRAN: Has he refused to answer? Has he left the House? He is still here. Let him answer.

SHRI C. K. JAFER SHARIEF: Character assassination has become the order of the day. We are all in public life. Let us not jump to conclusions. Let us ascertain the facts to find out whether anything is wrong or there is any hanky-panky about it... (*Interruptions*). You have the right. I do not deny it. But there is nothing. I am prapared to give you the facts. I will read out the entire statement.

SHRI JAGDISH PRASAD MATHUR: What about the point raised by Mr. Gurudas Das Gupta that within five days or ten days you allowed them to change the sit? ... (*Interruptions*)

SHRI MENTAY PADMANABHAM: Madam, we want him to reply according to tne chronology of the issues. That is what I am asking the Minister.

THE DEPUTY CHAIRMAN: Until and unless the Minister has given whatever he has got with him, how can you presume what he is going to say? Let him reply. Can you read his mind? I can't. Let him first speak and then if you are not satisfied, you can ask him more questions. But please, don't behave like this. Mr. Gurudas Das Gupta is not here... (*Interruptions*).

SHRI MENTAY PADMANABHAM: That does not mean that the Minister will not reply.

SHRI JAGDISH PRASAD MATHUR: The question was raised by Mr. Gurudas Das Gupta and the Minister should reply to the point rised by him... (*Interruptions*)

SHRI MENTAY PADMANABHAM: It has become the property of the House now.

उपसभापति: माथुर साहब, पहले जो बैठे हैं, उनका जवाब तो शुरू होने दीजिए। ....(**व्यवधान**) आप तो गाड़ी हर जगह पर रोक ही देते हैं। ...(**व्यवधान**)

श्री जगदीश प्रसाद माथुर: मैं जिस बात को कर रहा हूं कि आपने कहा कि गुरुदास दासगुप्ता हैं नहीं....(**व्यवधान**)

उपसभापति: तो पहले शुरू तो होने दीजिए। ....(**व्यवधान**)

श्री जगदीश प्रसाद माथुर: महोदय, मैं तो आपकी....(**व्यवधान**) से बात कर रहा हूं....(**व्यवधान**)....

कि यह कहना कि गुरुदास दासगुप्त नहीं तो जवाब दे ही दिया जाएगा, हय गलत है। ....(**व्यवधान**)

उपसभापति : मैंने यह नहीं कहा, माथुर साहब। .... (व्यवधान)

I am sorry to say, you are a senior Member and you are putting words in my mouth. I did not say that गुरुदास दासगुप्त का जवाब मत दीजिए। मैंने कहा कि जो बैठे हैं उनका दीजिए, गुरुदास दासगुप्त तो यहां हैं नहीं। .... (व्यवधान)
That is statement of fact. You cannot deny that.

SHRI JAGDISH PRASAD MATHUR: It does not mean that the Minister will not reply to the points raised by him. You cannot avoid it. I am sorry.

THE DEPUTY CHAIRMAN: Have I avoided it?

SHRI JAGDISH PRASAD MATHUR: It is the property of the House now and a definite reply from the Minister.. (Interruptions)

श्री मोहिन्दर सिंह कल्याण : मैडम, वह दस बार बोल सकते हैं। .... (व्यवधान)

उपसभापति : आप बैठिए। आप बैठ तो जाइये, प्लीज़।

श्री मोहिन्दर सिंह कल्याण : यह बेइंसाफी है। माथुर साहब तो दस बार बोल सकते हैं और हमें एक मिनट भी आप देने को तैयार नहीं हैं। .... (व्यवधान)

उपसभापति : एक मिनट बैठिए। माथुर साहब, आप....(व्यवधान) आप चुप हो जाइये। मेहरबानी करके आप लोग ही चुप हो जाइये। .... (व्यवधान)
I do not udersand it. Why should they want to speak without my permission? I told Matnhur Sahib, don't pre-empt what he is going to say. Don't argue. I am not permitting you to argue. The Minister will reply.

SHRI C. K. JAFFER SHARIFF: Why should they repeat it? I think evrybody has the inteligence to understand. They don't have to repeat it.

SHRI H. HANUMANTHAPPA: Why we want to speak is because the T.V. is on; they are recording it. People will say only Mathur Sahib speaks in the Home and we don't. Therefore, we are speaking.

THE DEPUTY CHAIRMAN: I am then the person who answers should That is the trouble.

SHRI H. HANUMANTHAPPA: Please go through the record. There are half a dozen interventions in his *name*.

THE DEPUTY CHAIRMAN: If Mr. Mathur does not listen, problem. T. V. is also recording that.

SHRI JAGDISH PARSAD MATHUR: Let it be recorded....

उपसभापति : मंत्री जी, आप बोलिए। आप के पास माइक है।-- (व्यवधान).. मैंने आप को बोला है तो आप बोलिए -

SHRI C. K. JAFFER SHARIFF: Madam, when they want an answer, then the person who answes hsould get the opportunity.

But it looks that my friends just want to put the question and leave it at that. They are not prepared to get the answer. They want to pre-empt the whole thing.

Madam, I would like to go into the facts. All that I am trying to impress upon my friends is that we are all colleagues in Parliament. We are all in public life. A career in public life is like a *tapasya*. We should not destroy that *atpasya* by saying things based merely on some newspaper reports against somebody. I would like to point out that what happens today to some individual may happen to you and may happen to anybody else.

SHRI MENTAY PADMANABHAM: We have enough of such platitudes. Let the Minister come out with the facts.

SHRI C. K. JAFFER SHARIEF: Please bear with me. Madam,...

SHRI MENTAY PADMANABHAM: You have no right to talk about N.T. Rama Rao.

SHRI C. K. JAFFER SHARIEF: I have also the right... (*Intreruptions*) Madam, for meeting the increasing demand of... (*Interruptions*) of concrete sleepers on South Central Railway, the Chief Engineer, South Central Railway, approached the Railway Board in June 1988, for approval to set up an additional concrete sleeper factory at Chintakani. The sanction was communicated to the South Central Railway on 30th July, 1988, and the General Manager, South Central Railway, was also authorised to call 'open' tender.

For setting up of new factories, either open tenders are called or sometimes limited tenders are called. In this case, open tendes were invited by the General Manager, South Central Railway, on 23.9.88. Twenty-three offers were received which indicates wide response and good level of competion. The South Central Railway placed orders on M/s. Rayalaseema Concrete Sleepers Private Limited on 6.6.89.

The firm did not make any progress in setting up the factory for quite some time and represented in writing to the South Central Railway about the inadequacy of the railway land at Chintakani and also law and order (Naxalite problem) and labour problems. Messrs. Rayalaseema Concrete Sleepers Private Limited, therefore, requested the Railway for change of location of the factory from Chintakani. The requests were made by the firm on 10-6-91, 13.10.91, 13.1.92, and, finally on 3.3.92. One of the requests was for change of location to the Central Railway. As the requirement of sleepers was for the South Central Railway, it was not in the interest of the Railway to allow it to be shifted to some other railway. Madam, every time the request from the firm was for different places. As I said, one of the requests, made on 13.10.91, was for shifting the unit to Satna on the Central Railway. Since this factory was meant to cater to the requirements of the South Central Railway, obviously, the firm's request for shifting it outside the South Central Railway could not be agreed to.

The last request by M/s. Rayalaseema Sleepers Private Limited on 3-3-1992 was for locating the factory at Madgaon. While the firm's request for shiftig the factory to Madgaon was under consideration, they came up with a further request on 14-4-92 for assigning the contract in favour of M/s. V. S. Engineering Private Limited, Hyderabad. Since the firm's proposal for assignment of the contract was within the purview of the railway rules, the South Central Railway called for legal documets from M/s. Rayalaseema and crete Sleepers Private Limited, including the resolutions passed by both the firms. These were duly examined by the Railway, including their legal sanction, and approved of for entering into a tripartite agreement, binding on both the firms, which is the normal procedure and has been followed by the Railway Administration in over two dozen cases of concrete sleeper contracts in the past over last fifteen years.

The tripartite agreement was finally signed on 10-7-92. M/s. V. S. Engineering was formally incorporated on 27-5-92, even though, as stated above, M/s. Rayalaseema Concrete

Sleepers Private Limited approached the Railway for assignment of the contract to M/s. V. S. Engineering on 14-4-92.

While the documents were being examined by the South central Railway, M/s. V. S. Engineering simultaneously made a request on 19-6-92, and again on 23-6-92, for further transfer of the location to Nallapadu, near Guntur, and also incorporating the same in the tripartite agreement. The change in location was approved by the General Manager, South Central Railway, on 5-7-92 (before the signing of the tripartite agreement) considering the fact that the factory could not be set up at Chintakani even after a lapse of three years from the date of placement of the order and shifting of the same to Nallapadu was considered to be in the Raillway's interest. This decision for change in location was, however, communicated only on 15-7-1992. Such change in locations of the concrete sleeper factories after award of contracts is nothing new and this has been done earlier also in a number of cases, e.g. Bharatpur factory shifted to Godhra, Etawah factory shifted to Banmore, New Bongaigaon factory shifted to New Jalpaigudi, factory on Wardha-Bhusawal section shifted to Warora, Panskura factory shifted to Dalbhumgarh, Gonda factory shifted to Burhwal and Kurwai-Kethora factory shifted to Bareth. All these changes in the location of factories were after award of the contracts and were agreed to since such changes in the locations were in Railway's interest.

As stated above, the request for assignment of the contract came from M/s. Rayalaseema Concrete Sleepers Pvt. Limited, M/s. V. S. Engineering also subsequently confirmed their willingness to take over the contract. M/s. V. S. Engineering was not the choice of the Railways since Railway also did not have any authority on such assignments without the request of the original contractor.

The assignment was at the same rate, terms and conditions which was decided in response to an 'open' tender invited in September, 1988. Assigning of sleeper manufacturing contracts is normally done as per extant rules by signing tripartite agreements where the same is in the interest of the Railways. This has so far been done in more than two dozen cases over the entire Indian Railways. The other option is to cancel the contract and re-invite tenders, which would have meant a minimum delay of 2 years, and acceptance of a higher rate for the Railways.

Rule 702 of IRS conditions of the contract, as mentioned in the news item appearing in 'Indian Express' dated 29-3-1993 is not applicable in this contract as all concrete sleeper contracts are of developmental nature and this clause has been specifically excluded from its applicability to this contract. These provisions enable the Railways to get the sleepers in maximum number at the earliest.

This is what I can say. (*Interruptions*)

श्री सिकन्दर बख्त : डिप्टी चेयरमैन साहिबा, जरा एक मिनट—

†شری سکندر بخت : ڈپٹی چیرمین صاحبہ۔ ذرا ایک منٹ... مداخلت

THE DEPUTY CHAIRMAN: Sikander Saheb has requested to say something.

श्री सिकन्दर बख्त : डिप्टी चेयरमैन साहिबा, मिनिस्टर साहब ने काफी लम्बा बयान दिया है और बहुत सारी उनमें बातें ऐसी थीं, जो सवाल उठाने वाले मैम्बर हजरात ने नहीं उठाई थीं, लेकिन

†[ ] Transliteration in Arabic Script.

जो सवालात उठाए गए हैं, वे अब तक तिश्ना हैं जवाब के संबंध में। जिस कम्पनी के पास आज कांट्रेक्ट है, उनका एक्सपीरिएंस क्या है? दूसरा, जिस जगह की लोकेशन के सिलसिले में पांच साल तक आप रुके रहे, वह अचानक कैसे तबदील हो गई? आपने टेंडर का जिक्र किया है, टेंडर आपने उस कम्पनी को दिया है जिसके पास कि काम नहीं है, उसका जिक्र करना बिल्कुल गैर जरूरी था। जरूरी यह था कि इनको देने में आपने टेंडर वगैरह या किसी एक्सपीरिएंस्ड फर्म का रास्ता अख्तियार, इनके लिए खुसूसी कदम जो आपने उठाए हैं, वक्त को छोड़कर जो मिसालें आपने दी हैं कि पहले भी हुआ है जो वी आर नॉट कंसर्न्ड विद देट कि पहले क्या हुआ है। जो पहले गल्तियां हुई हैं, वे नई गलती करने का जवाज नहीं हो सकती हैं। हमारे सवालात् ये हैं कि यह फर्म क्या है? वहां से अचानक आई? कब रजिस्टर्ड हुई? कितने दिन हुए उसको पैदा हुए, जो आपने एक अनएक्स-पीरिएंस्ड फर्म को कंट्रेक्ट दे दिया? जगह की तबदीली, पांच साल तक आप जिसके पीछे पड़े रहे कि वहीं काम हो, उसको अचानक कैसे तबदील कर दिया गया पांच दिनों के अंदर? इस फर्म का स्ट्रक्चर क्या है जिसको यह दिया गया है? कौन लोग हैं जो यह फर्म चला रहे हैं? ये सवालात् हैं, इनका जवाब आप दीजिए। क्या जवाब दे रहे हैं?

جس کمپنی کے پاس آج کانٹریکٹ ہے۔ ان کا ایکسپیریئنس کیا ہے۔ دوسرا جس جگہ کی لوکیشن کے سلسلہ میں پانچ سال تک آپ رکے رہے وہ اچانک کیسے تبدیل ہو گئی۔ آپ نے ٹینڈر کا ذکر کیا ہے۔ ٹینڈر آپ نے اس کمپنی کو دیا ہے جس کے پاس کہ کام نہیں ہے اس کا ذکر کرنا بالکل غیر ضروری تھا۔ ضروری یہ تھا کہ ان کو دینے میں آپ نے ٹینڈر وغیرہ یا کسی ایکسپیریئنسڈ فرم کا راستہ اختیار۔ ان کے لیے خصوصی قدم جو آپ نے اٹھائے ہیں۔ وقت کو چھوڑ کر جو مثالیں آپ نے دی ہیں۔ کہ پہلے بھی ہوا ہے تو وی آر ناٹ کنسرنڈ ود دیٹ کہ پہلے کیا ہوا ہے۔ جو پہلے غلطیاں ہوئی ہیں وہ غلطی کرنے کا جواز نہیں ہو سکتی ہے۔ ہمارے سوالات یہ ہیں کہ یہ فرم کیا ہے۔ کہاں سے اچانک آئی۔ کب رجسٹرڈ ہوئی۔ کتنے دن ہوئے اس کو پیدا ہوئے۔ جو آپ نے ایک ان ایکسپیریئنسڈ فرم کو کانٹریکٹ دے دیا۔ جگہ کی تبدیلی۔ پانچ سال تک آپ جس کے پیچھے پڑے رہے کہ وہیں کام ہو۔ اس کو اچانک کیسے تبدیل کر دیا گیا۔ پانچ دنوں کے اندر۔ اس فرم کا اسٹرکچر کیا ہے۔ جس کو یہ دیا گیا ہے۔ کون لوگ ہیں جو یہ فرم چلا رہے ہیں۔ یہ سوالات ہیں۔ ان کا جواب آپ دیجیے۔ کیا جواب دے رہے ہیں۔

شری سکندر بخت: ڈپٹی چیرمین صاحبہ منسٹر صاحب نے کافی لمبا بیان دیا ہے۔ اور بہت ساری ان میں باتیں ایسی تھیں۔ جو سوال اٹھانے والے ممبر حضرات نے اٹھائی تھیں۔ لیکن جو سوالات اٹھائے گئے ہیں۔ وہ اب تک نہیں۔ جواب سمجھ میں

†[ ] Transliteration in Arabic Script.

SHRI JAGESH DESAI (Maharashtra): Madam, I compliment the Railway Ministry...

SHRI SUKOMAL SEN (West Bengal): Why?

SHRI JAGESH DESAI: Yes, I will give the reasons. Those tenders were invited in 1988. In 1992, that means after a lapse of 4 years, if the tenders were to be reinvited, there would have been escalation of not less than 80 per cent in cost. The cost would have gone high.

SHRI S. MUTHU MANI: (Tamil Nadu): At least, you agree that during the four years inflation to the extent of 80 per cent has taken place.

SHRI JAGESH DESAI: On the contrary, the Railways have benefited to the extent of 80 per cent by this. Otherwise, if it has been quored again, it would have gone up by 80 per cent. Therefore, I compliment the Railway Ministry that they have taken the best decision in the interest of the country and in the interest of the Railways.

...(*Interruptions*)...

SHRI MENTAY PADMANABHAM: Madam, may I have your permission?

THE DEPUTY CHAIRMAN: Yes.

SHRI MENTAY PADMANABHAM: Madam, the Minister's statement is not revealing the full facts.

SHRI V. NARAYANASAMY (Pondicharry): It is giving full facts.

SHRI MENTAY PADMANABHAM: And there are documents also.

SHRI V. NARAYANASAMY: For what?

SHRI MENTAY PADMANABHAM: This contract was originally awarded in 1988...

SHRI V. NARAYANASAMY: That is known to everybody.

SHRI MENTAY PADMANABHAM: ...and the original contractor has been requesting the Railway Ministry for change of location on a number of occasions. The Minister himself has agreed that they had made requests for that about three times.

SHRI V. NARAYANASAMY: For Central Railway.

SHRI MENTAY PADMANABHAM: Please don't disturb me. If you want to say anything, you can say.

SHRI V. NARAYANASAMY: But don't quote out of context.

...(*Interruptions*)...

SHRI MENTAY PADMANABHAM: I am coming to the point...(*Interruptions*)...Is this out of context? Whatever the Opposition says is out of context!...(*Interruptions*)...

SHRI V. NARAYANASAMY: Madam, I want to know if he is going to quote the Indian Express.

SHRI MENTAY PADMANABHAM: Madam, I am not going by the Indian Express. These are documents supplied to us by some...

SHRI V. NARAYANASAMY: Who has supplied?

SHRI MENTAY PADMANABHAM: These are all original documents. The Income Tax Certificate given is an original document; the tripartite agreement is an original document. They are all in the railway's office.

SHRI V. NARAYANASAMY: May we know who gave it to you?

SHRI MENTAY PADMANABHAM: your Congress people gave it to us. ...(*Interruptions*)...There are a lot of dissidents among you and they gave it to us...(*Interruptions*)...

[Shri Mentay Padmanabham]

Madam, this Rayalaseema Sleeper Company had made a number of requests for the change of location. The Railway Ministry did not agree to it. Ultimately, the Rayalaseema Sleepers Company agreed to locate it at Chinthakani. They had written a letter to the South Central Railway that they were prepared to locate this particular factory at a place where they had originally agreed to locate it and they had also entered into an agreement. Within three months they again wrote another lettre that there was this VS Engineering Company whom they wanted to co-opt; they told the Railway Board that they were going to co-opt this VS Engineering Company as one of the executing partners. The Railways agreed to it and then they entered into a tripartite agreement. The document is here with me.

Now I would like to know from the Minister as to who is the Managing Director of this VS Engineering Company. That is number one. Then, I also want to know whether this VS Engineering Company, at the time of entering into the tripartite agreement, mentioned about the change of location. Another point is, within five days of entering into this agreement how can the Railway Board agree to change the location when the Rayalaseema Sleepers Company, the original awardee of the contract, has been requesting the South Central Railway to agree to the change of location for a long time before that These are vital facts.

THE DEPUTY CHAIRMAN: They have changed it... (*Interruptions*)

SHRI MENTAY PADMANABHAM: He did not say anything.

THE DEPUTY CHAIRMAN: He said that.

SHRI MENTAY PADMANABHAM: He has not said it.

SHRI C. K. JAFFER SHARIEF: I said it.

SHRI MENTAY PADMANABHAM: Madam, these are vital facts. What are the reasons? Is it a fact that they agreed to start this factory at the original place, Chinthakani? (*Interruptions*)...Let the Minister say that; it is going to be on record. That is one point.

The second point is, who is the Managing Director of this VS Engineering Company who entered into a tripartite agreement? ... (*Interruptions*)...The third point is, within five days of their entering into this tripartite agreement...

SHRI SIKANDER BAKHT: Now, what is the experience of these people?

SHRI MENTAY PADMANABHAM: That is the point already made by Mr. Sikander Bakht. What are the weighty reasons for the South Central Railway to agree to the change the location within five days? (*Interruptions*)...

THE DEPUTY CHAIRMAN: You have made all the points!... (*Interruptions*)...

SHRI MENTAY PADMANABHAM: Another point is that the original awardee, the Rayalaseema Sleepers Co., have made a request to the South Central Railway for a change of the location. Has that matter been referred to the Railway Board or not?

श्री एस० एस० अहलूवालिया (बिहार) महोदय, यह बहस तो सारी रात खत्म नहीं होगी....(व्यवधान)

SHRI MENTAY PADMANABHAM: These are the point on which I would like to have replies from the Minister.

SHRI V. NARAYANASAMY: Madam, whatever points Mr. Padmanabham has raised, the Minister has replied to very clearly... (*Interruptions*)

THE DEPUTY CHAIRMAN: Order, please.

SHRI C. K. JAFFER SHARIEF: Madam, the Bill can be returned, and then we can continue with this.

SHRI MENTAY PADMANABHAM: That means the Minister is not prepared to reply to this.

SHRI C. K. JAFFAR SHARIEF: I am prepared to sit with you.

SHRI MENTAY PADMANABHAM: I am prepared to sit. We are sitting here... (*Interruptions*)

SHRI C. K. JAFFAR SHARIEF: It has to go to the President. Please understand this. I am not asking for sympathy for me. But, to the railwaymen tomorrow we have to pay salary. Please understand this.

THE DEPUTY CHAIRMAN: Today is 31st. The Bill should be returned. The Minister is here. Whatever you wanted, he has answered. I think he has answered it in detail. There may be many points you may have asked, not concerning this, which he is not answering.

SHRI MENTAY PADMANABHAM: Madam, this is a simple test. We asked something. We wanted some clarifications. It is upto the Minister to clarify them or not. If the Minister refuses to clarify them, we have nothing to say. I cannot say anything... (*Interruptions*)

THE DEPUTY CHAIRMAN: Order now. You please sit down.

SHRI MENTAY PADMANABHAM: Madam, I leave it to the Minister. I leave it to the Government.

SHRI C. K. JAFFAR SHARIEF: Madam, I can tell the gentleman one thing.

"शक का कोई इलाज नहीं है"।

Intentional, motivated doubts cannot be answered The answer cannot be supplemented by any number of answers. Normal doubts can be answered: intentional doubts cannot be answered... (*Interruptions*)

SHRI MENTAY PADMANABHAM: What intentional doubts? I take strong objection, Madam. The Minister has no business to pass that remark. We have no other intention. Our intention is to see that the Railways work properly. Our intention is that the Railways work properly... (*Interruptions*)

THE DEPUTY CHAIRMAN: Order, please. Please sit down.

SHRI MENTAY PADMANABHAM: No other intention is there. These are all facts, Madam. I only wanted to know the date on which this agreement was finalised. We have no other intentions. He cannot question our intentions. He has no business to question our intentions.

THE DEPUTY CHAIRMAN: You asked certain . . . (*Interruptions*) Please.

SHRI MENTAY PADMANABHAM: He cannot question our attentions, Madam. He should withdraw it, Madam.

SHRI C. K. JAFFAR SHARIEF: When you can draw your conclusion, I can draw my own conclusion.

SHRI MENTAY PADMANABHAM: I am not concluding anything. I sought only some clarifications... (*Interruptions*) Did I come to any conclusion? This is a tripartite agreement entered into with the South-Central Railway. What is the significance of a tripartite agreement? Who is the Managing Director of this Company?... (*Interruptions*).

THE DEPUTY CHAIRMAN: You have put a question to the Minister. He has answered it. I heard him. I thought he had answered everything.

SHRI MENTAY PADMANABHAM: He has not answered it... (*Interruptions*)

THE DEPUTY CHAIRMAN: He answered it... (*Interruptions*) I heared him answering. It has been answered... (*Interruptions*)

SHRI MENTAY PADMANABHAM: Let him say that he has no answer. I will agree.

श्री सिकन्दर बख्त: डिप्टी चेयरमैन साहिबा, मैंने तो एक-दो-तीन करके बगैर तकरीर के सवाल किए थे। किसी एक बात का जवाब नहीं आया।

[ ]: ڈپٹی چیرمین صاحبہ۔ میں نے تو ایک دو تین کرکے بغیر تقریر کے سوالات کئے تھے کسی ایک بات کا جواب نہیں آیا۔

THE DEPUTY CHAIRMAN: Order.

श्री जगदीश प्रसाद माथुर: मुद्दा यह है कि आपने इतनी जल्दी क्यों की? इसी में शक होता है कि दाल में काला है। इतनी जल्दी करने की क्या जरूरत थी?

What were the circumstances under which you have done this?... (*Interruptions*)

SHRI V. NARAYANASAMY: He is trying to imput motives... (*Interruptions*)

THE DEPUTY CHAIRMAN: Now, will you allow me to go through the business? Now please take your seats.

SHRI MENTAY PADMANABHAM: Madam, is it wrong to know who the Managing Director of the Company is, in what way that Company came into existence, when this Company was established and whether that Company has any experience?... (*Interruptions*) This is a simple question. What motive is there in this?

SHRI C. K. JAFFAR SHARIEF: Please bear with me.

SHRI MENTAY PADMANABHAM: I am not making any allegations.

THE DEPUTY CHAIRMAN: When the Minister wants to answer, you interrupt him.

SHRI MENTAY PADMANABHAM: Why should he question our intentions?

THE DEPUTY CHAIRMAN: Now he wants to answer, but you interrupt him. Now he is answering.

SHRI MENTAY PADMANABHAM: Madam, kindly hear me. He is questioning our motives.

THE DEPUTY CHAIRMAN: He is answering. When he is standing, you are not allowing him to answer. That is not correct ... (*Interruptions*)

He is answering now.

श्री शमीम हाशमी: एक घंटे से वक्त बरबाद कर रहे हैं वह .... (**व्यवधान**)

[ ]: ایک گھنٹے سے وقت برباد کر رہے ہیں وہ... مداخلت...

SHRI SIKANDER BAKHT: Madam, he has made some remark.

THE DEPUTY CHAIRMAN: That remark will be taken care of.

SHRI C. K. JAFFER SHARIF: Madam, all contracts awarded by the Indian Railwys for manufacture of sleepers are of development nature. These are so decided after inviting open or limited tenders.

श्री सिकन्दर बख्त: किसी एक कांट्रेक्ट का जिक्र ही नहीं है। आप तो 1992 की कांट्रेक्ट की बात कीजिए .... (**व्यवधान**)

[ ] Transliteration in Arabic Script.

شری سکندر بخت: کس ایک کا ٹریجڈی کا ذکر ہے
نہیں ہے۔ آپ تو ۱۹۹۲ کی کا ٹریک کی بات کیجیے
... "مداخلت"...

श्री जगदीश प्रसाद माथुर: आपको इतनी जल्दी क्यों करनी पड़ी?.... (व्यवधान)

SHRI C. K. JAFFER SHARIF: The moment I speak a word, they get up. Ie looks as if I do not have any right to draw conclusions, while they can. (*Interruptions*) I have very clearly stated that the primary responsibility is that of the Rayala seema Sleepers. Even today it is responsible to the Railways. As regards the agreement between them, yes, the tripartite agreement is in the interest of the Railways. But even today the primary responsibility for us is that of the Rayalaseema Sleepers. I am sure the South Central Railway has satisfied itself. There is technical experties in them There are engineering graduates. These all contracts are of development nature. What is required is...

SHRI MD. SALIM: What is their experience?

SHRI C. K. JAFFER SHARIF: He is one of the engineering graduates.

SHRI S. S. AHLUWALIA: What is this? They are interrupting again and again; When N. T. Rama Rao became the Chief Minister of Andhra Pradesh, what was his experience?

SHRI MD. SALIM: Madam, do you allow these things. (*Interruptions*)

SHRI S. S. AHLUWALIA: Madam, you ask them to sit down. (*Interruptions*)

SHRI MENTAY PADMANABHAM: Madam, there is no point in talking about this any more. (*Interruptions*).

THE DEPUTY CHAIRMAN: Please sit down.

SHRI MENTAY PADMANABHAM: One minute, Madam.

THE DEPUTY CHAIRMAN: No. Please sit down.

SHRI MENTAY PADMANABHAM: I am not going into any controversy. Only one minute. Mr. Jagesh Desai raised the point of escalation of prices. (Interruptions) Madam, as far as I know...

THE DEPUTY CHAIRMAN: I am not allowing anything. I am not permitting. Enough is enough. You had your time to ask questions. You cannot go on asking questions again and again.

SHRI MENTAY PADMANABHAM: This is only by way of one clarification.

THE DEPUTY CHAIRMAN: No clarification. Please sit down.

SHRI MENTAY PADMANABHAM: This is the point made by Mr. Jagesh Desai and he has to clarify it.

THE DEPUTY CHAIRMAN: Please sit down. Don't let me say that nothing is going on record. Please sit down. When the Minister starts answering, somebody gets up and puts questions. And then you exptct other people not to react. If you act, there is going to be a reaction. Let the Minister finish his answer. You cannot put words into his mouth. Let him finish what he wants to say.

SHRI SUKOMAL SEN: He should reply to our points. (*Interruptions*)

SHRI S. S. AHLUWALIA: Every time the Minister gets up to reply, five or six people get up and interrupt him.

THE DEPUTY CHAIRMAN: I request the Members to have patience. Let me finish the business. (*Interruptions*) Now, again you are getting up.

SHRI C. K. JAFFER SHARIEF: Much before this appeared in the *Indian Express* I remember this point was raised in this very House. Just now I am not having that with me. This issue was answered in response to a starred queston in the very same House. So, nothing is being concealed.

SHRI SUKOMAL SEN: You should answer our questins.

SHRI C. K. JAFFER SHARIEF: I have already answered. What more do you want? The problem is that they don't want to understand me and I cannot understand them. This is the simple problem.

श्री सिकन्दर बख्त: सदर साहिबा, मैं एक बात पूछना चाहता हूं। मिनिस्ट साहब ने कहा और एक फर्म का नाम लिया कि रिस्पोंसिबिलिटी आज भी उसी की है। तो ट्रायपार्टाइट एग्रीमेंट का क्या मतलब है? ओरिजनल कांट्रेक्ट आपका खत्म हो गया। ट्रायपार्टाइट एग्रीमेंट का मतलब यह है कि ओरिजनल रिस्पोंसिबिलिटी खत्म हो गई। क्या करते हैं आप? कमाल है।

شری سکندر بخت: صدر صاحبہ۔ میں ایک بات پوچھنا چاہتا ہوں۔ منسٹر صاحب نے کہا اور ایک فرم کا نام لیا کہ رسپونسیبلیٹی آج بھی اسکی ہے تو ٹرائپارٹیٹ ایگریمنٹ کا کیا مطلب ہے۔ اوریجنل کنٹریکٹ آپ کا ختم ہو گیا تو ٹرائپر ٹایٹ ایگریمنٹ کا مطلب یہ ہے کہ اوریجنل رسپونسیبلیٹی ختم ہو گئی۔ کیا کرتے ہیں آپ کمال ہے۔

tention is that Railways work pro-

श्री सी० के० जाफर शरीफ: ए ग्रीमेंट, कांट्रेक्ट जो भी होते हैं उसके प्रिंसिपल होते हैं उसके तहत काम होत है। इसके लिए रायल सीमा ही जिम्मेदा है। (व्यवधान) वह किस के जरिये काम कराता है यह उनका काम है। हमारा मतलब नहीं है। रायलसीमा ही रिस्पोंसिबल है।

श्री सिकन्दर बख्त: मतलब क्या है ट्रायपार्टाइट का?

(*Interrupions*). It is very unfortunate.

SHRI MENTAY PADMANABHAM: Who is the Managing Director of this V. S. Engineering Company?

SHRI C. K. JAFFER SHARIEF: Madam, when he knows it, why does he want an answer from me? What is the intention of this question?

SHRI MENTAY PADMANABHAM: Why does the Minister shy away from it?

THE DEPUTY CHAIRMAN: Do you have the answer? Then, why are you asking the Minister?

DR. ABRAR AHMED: Madam, I request that the Bills may be put to vote.

SHRI MENTAY PADMANABHAM: This is really very unfortunate.

THE DEPUTY CHAIRMAN: I shall now put the motion regarding the Appropriation (Railways) Bill, 1993 to vote.

The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1993-94 for the purpose of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

SHRI MENTAY PADMANABHAM: The Government is trying to cover up because the Managing Director of this particular company is none other than.* That is the reason why the Government is trying to cover up that. As a protest, we are walking out.

[At this stage, some hon. Members left the Chamber.]

श्री एम० एम० आलुवलिया : आपके पूछे बगैर इन्होंने जो कुछ भी रिमार्क्स पास किये हैं वे रिकार्ड पर नहीं जाने चाहिएं। **(व्यवधान)**

THE DEPUTY CHAIRMAN: I will look into the record. We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI C. K. JAFFER SHARIEF: I beg to move:

That the Bill be returned.

The question was proposed.

श्री सत्य प्रकाश मालवीय : एक हफ्ते पहले मैंने नाम दिया था कि थर्ड रीडिंग पर बोलूंगा। **(व्यवधान)**

माननीय सदस्य : यह तो हो गया।

श्री सत्य प्रकाश मालवीय : अभी कहां हुआ।

उपसभापति : बिल नहीं पास हुआ। मैं समझा रही हूं....

I am at the stage of having the Bill passed. What do you want to say at the third-reading stage? I have not got your name here.

SHRI SATYA PRAKASH MALAVIYA: I gave my name about a week back.

THE DEPUTY CHAIRMAN: A week back?

SHRI SATYA PRAKASH MALAVIYA: Yes.

THE DEPUTY CHAIRMAN: How could you give it one week back? It is just introduced.

श्री सत्य प्रकाश मालवीय :

जिस दिन डिबेट खत्म हुई थी उसी दिन मैंने अपना नाम दिया था।

उपसभापति : ठीक है आप संक्षेप में बता दीजिए।

श्री सत्य प्रकाश मालवीय : इंडियन रेलवे बुक 1990—92 के बारे में कहना चाहता हूं। ग्रुप "सी" एम्पलाइज का नम्बर 1990–91 में ग्रुप "सी" एम्पलाइज की संख्या 63229 थी और 1991–92 में घटकर यह संख्या 62768 हो गई। यह शेड्यूल्ड ट्राइब्स के बारे में है। मैं यह जानना चाहता हूं इसके घटने के क्या कारण थे? परसेन्टेज इसमें घटा है। पहले 4.84 था जो घटकर 4.81 हो गया।

दूसरे मैं यह कहना चाहता हूं कि इलाहाबाद में एक यात्री निवास की चर्चा हुई थी। गत वर्ष हमारे पूर्व रेल मंत्री श्री जनेश्वर मिश्र ने उसका उद्घाटन किया था, शिलान्यास रखा था। अभी आश्वासन भी दिया था कि इसके बारे में विचार करेंगे। कृपा करके इस बारे में बताने का कष्ट करें कि इलाहाबाद में रेलवे यात्री निवास जिस के बारे में आपने आश्वासन भी दिया था उसके बारे में क्या कार्रवाई कर रहे हैं। दूसरे मसूद साहब ने और राम नरेश यादव जी ने इस ओर आपका ध्यान दिलाया है कि शाहगंज–आजमगढ़ जो छोटी लाइन है इसको बड़ी लाइन में

*Expunged as ordered by the Chair.

[श्री सत्य प्रकाश मालवीय]

कन्वर्ट किया जाए। इसी तरह से एक गाड़ी राप्ती एक्सप्रेस है जो बनारस से सूरत तक जाती है। यह हफ्ते में दो दिन जाती है और इलाहाबाद होकर भी नहीं जाती है। मेरी मांग यह है कि वह राप्ती एक्सप्रेस जो बनारस से सूरत तक है इसको इलाहाबाद से ले जाइये और दूसरे कम से कम हफ्ते में पांच दिन जरूर चलनी चाहिए।

श्री सी० के० जाफर शरीफ: शाहगंज–मऊ की लाइन योजना में है। वह काम लेने जा रहे हैं। मैं यही वहां के लोगों को आश्वासन देना चाहूंगा। जहां तक रेल यात्री निवास का सवाल है, आज भी जो बजटरी सपोर्ट है वह 14.7 परसेंट है और उसमें जो प्रायोरिटी है उसीको देखकर हम लोगों को सुविधा दें तो वह बहुत ही है। आज हमारे पास इतना पैसा नहीं है जिससे हम यात्री निवासों पर जा सकें क्योंकि वह एक अलग इनफ्रास्ट्रक्चर है, which is already available. When we are in a position to do that, we will certainly do that.

उपसभापति: शेड्यूल्ड कास्ट और शेड्यूल्ड ट्राइब्ज के बारे में भी बता दीजिए।

SHRI SATYA PRAKASH MALAVIYA: This is the Indian Railways Year book, 91-92. I quote from page 59. In the year 1991, there were 43,229 Scheduled Tribe employees in Group 'C'. It was reduced in 1992 to 42,767. It means there is a reduction of 462 employees. My question is: "Why was the number of Scheduled Tribes employees in Group-C reduced in 1991-92?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF: Madam, I can assure you of one thing that we are taking keen interest in the Scheduled Castes and the Scheduled Tribes and in all the Recruitment Boards, we have a representative of the minorities and the Scheduled Castes to take care of them.

SHRI SATYA PRAKASH MALAVIYA: But according to your document, the number was reduced.

उपसभापति: आप मालूम करके इनको बता दीजिये।

श्री सी० के० जाफर शरीफ: ठीक है, इनको लिखकर भेज देंगे।

उपसभापति: आप लिखकर बता दीजिये कि शेड्यूल्ड कास्ट और शेडयूल्ड ट्राइब्ज का ऐसा क्यों हुआ।

Now, the question is:

"That the Bill be returned."

The motion was adopted.

THE DEPUTY CHAIRMAN: I shall now put the motion regarding the consideration of the Appropriation (Railways) No. 2 Bill, 1993 to vote.

The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1992-93 for the purpose of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Caluses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI C. K. JAFFER SHARIEF:

Madam, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

THE DEPUTY CHAIRMAN: Mr. Jaffer Sharief, your train has returned now. But it does not mean that you have to return to your House.

SHRI C. K. JAFFER SHARIEF: To the destination, Madam.

THE DEPUTY CHAIRMAN: I hope so. I hope there are no blockades, chain pullings and other things while you reach home. Now, hon. Members, we have a statement to be made by the hon. Minister for Commerce, Shri Pranab Mukherjee, on important changes in the Export and Import Policy, 1992—97. If the House so agrees and if the Minister so agrees, it can be laid on the Table of the House. (*Interruptions*)

SHRI V. NARAYANASAMY: Madam, we can discuss it in the next Session.

STATEMENT BY MINISTER

IMPORTANT CHANGES IN THE EXPORT AND IMPORT POLICY, 1992-97.

THE MINISTER OF COMMERCE (SHRI PRANAB MUKHERJEE): Madam, with your permission, I beg to lay on the Table of the House a statement on important changes in the Export and Import Policy, 1992-97 which will be effective from 1st of April, 1993.

VALEDICTORY REMARKS

THE DEPUTY CHAIRMAN: Now, I have to say 'thank you' to you. I know the Opposition is not here to say 'thank you' to them. But I must say 'thank you' to our Members for their cooperation. In spite of all the heated debates and discussions on the last day of the Session which always happens we had very fruitful discussions during our sittings of the House. We had 26 sittings and we worked for 156 hours. If anybody says that we did not work enough, it is not true. We have passed 19 Bills and returned 15 Bills. The House had 12 statements by Ministers. We had short-duration discussions and 120 Special Mentions. We had innumerable non-noted mentions and issues which were raised in the House in the form of unlisted business. During this Session, we had, as usual, happy moments, tense moments and angry moments. But by and large we had done a good business. We had given money to the people of Bihar by passing the Appropriation Bills without discussion and to the affected people in other parts of the country. So, we were happy. During this time, very unfortunate, unhappy and sad things happened like bomb blasts in Bombay and Calcutta for which we had expressed our anguish, our unhappiness. I would say that the House showed its complete solidarity with the affected people when innocent lives were lost. We must congratulate the people of Bombay and Calcutta for their solidarity and their courage that they came back to normal life in spite of these happenings and loss of so many lives. We hope that such happenings do not take place in future. But I must say that the people of this country are not going to succumb to the pressure of terrorism and we all will fight against all those people who take terrorism as a part of their life. The country is not going to tolerate it and anybody who is helping them will be exposed.

One very nice thing had happened during this Session. In spite of so many heated discussions, we had celebrated many new years. We had celebrated the Maharashtra New Year, the Andhra New Year, the Tamil New Year, the West Bengal New Year and the Orissa New Year.